





## GOVERNMENT NOTICES.

**NOTICE UNDER REAL PROPERTY ACT.**—Applications having been made to bring the lands hereunder described into the provisions of the Real Property Act, Certificates of Inalienable Title will be issued, unless the contrary be shown, on the 15th day of April, 1871, at the Registrar-General's Office, Sydney.

Property.	Names of Applicants.	Residence.	Date up to and in- clusive of which Caveats may be lodged.
No. 2710, 9 acres, GLOUCESTER AND CUM- BERLAND STREETS, SYDNEY. Commencing at north-east corner of land of W. McQuinn, bounded on south by that land and property of R. Medina, westerly 40 feet 6 inches, west by Cumberland-street 45 feet 9 inches, north by property of James Glover, southerly 41 feet 6 inches, to the point of commencement, being 12 feet of section 64, originally granted to Elizabeth Gaudin.	Watson and Samuel	Sydney	April 13.
No. 2782, 10 acres, PARISH ST. JAMES, SYDNEY. Commencing at the north-east corner of land of D. Cohen and M. L. Levy, south by that land westerly by a line through a party wall 60 feet, 26 feet 9 inches, 9 feet 6 inches, west by property of Mrs. Roberts, north 26 feet, north by land of H. L. Roberts, easterly 59 feet 9 inches, and 44 feet 6 inches, to Macquarie-street; east by that street southerly 29 feet 6 inches to point of commencement.	William Roberts	Sydney	May 18.
No. 2788, 2 rods, TOWN OF WEST REMBERS, SYDNEY. Bounded on the north by Elbow-street 125 links by a depth of 400 links, being part of allotment 2 of section 4A, granted to Clement Porter, and 44 feet 6 inches, to Macquarie-street; east by that street southerly 29 feet 6 inches to point of commencement.	George Wilkinson	Sydney	May 18.
No. 2808, TOWN OF KILMACK, COUNTY OF CAMDEN, 2 rods, allotment 10 of section 5, granted to William Walker.	Harriet J. Walker and Annie Walker	Sydney	May 18.

Diagrams delineating these lands may be inspected at the Registrar-General's Office, in Elizabeth-street, Sydney. Dated this 5th day of March, 1871, at the Registrar-General's Office, Sydney. E. G. WARD, Registrar-General.

## GOVERNMENT RAILWAYS.

## EASTER HOLIDAYS.

## EXCURSION TICKETS.

Excursion tickets, at a single fare for the double journey, will be issued at Sydney by mail trains on the 6th, and at all stations on the 7th, 8th, 9th, 10th, 11th, and 12th instants, available for return on the day of issue for distances not exceeding 15 miles, and for distances over 15 miles by any train up to and inclusive of Mail trains on the 14th instant.

JAMES BYRNES, Commissioner for Railways. Department of Public Works, Railway Branch, Sydney, 1st April, 1871.

## GOVERNMENT RAILWAYS.

## RAILWAY GOODS.

GOOD-FRIDAY AND EASTER-MONDAY being Public Holidays, no goods will be received at or delivered from the Goods Branch Station, except parcels, before 10 a.m. on MONDAY.

JAMES BYRNES, Commissioner for Railways. Department of Public Works, Railway Branch, Sydney, 4th April, 1871.

## GOVERNMENT RAILWAYS.

## HOMEBUSH RACES.

IN addition to the ordinary suburban train, SPECIAL TRAINS will leave Sydney for Homebush, as follows, viz.:—

10.30 a.m., 11.15 a.m., 11.30 a.m., 12 noon, and 1.15 p.m.;

returning from Homebush at 4.30 p.m., 5.30 p.m., 6.30 p.m., and 6.50 p.m.

Fares to Homebush and back, ONE SHILLING. JAMES BYRNES, Commissioner for Railways. Department of Public Works, Railway Branch, Sydney, 1st April, 1871.

## GOVERNMENT RAILWAYS.

## EASTER HOLIDAYS.

## PARRAMATTA ATHLETIC SPORTS.

A SPECIAL TRAIN will leave Sydney for Parramatta at 11.15 a.m., calling at intermediate stations, returning from Parramatta at 6.10 p.m.

Homebush	11 41	Dep. 6 04
Haarlem Creek	11 47	Arr. 6 42
Paramatta Junction	11 56	Dep. 6 46
Paramatta	noon	Arr. 6 53
		Dep. 7 00
Homebush	11 41	Dep. 6 04
Haarlem Creek	11 47	Arr. 6 42
Paramatta Junction	11 56	Dep. 6 46
Paramatta	noon	Arr. 6 53
		Dep. 7 00











WEDNESDAY, APRIL 5TH.

cluded within the jurisdiction of the English courts; and the defendant must appear to the court in England after sufficient time has been allowed him. If judgment is obtained, it may be enforced both at and against the defendant, whether the defendant is living, and execution may be made against him, unless he can show good cause to the contrary. The Sydney Parliament passed an Act, which extends within the jurisdiction of the Courts of the like power. The Victorian Act provides for the same. The Australian colonies in the colony on judgments made in any other colony; but it does not contain the power to follow a debtor with a writ, and make a writ of *sequestratio* in its own Courts. It appears that all the other colonies reciprocate provisions which will make for execution the judgments of their Courts. It is therefore proposed that measures should be taken for securing this desirable end. The report of the general Court of Appeal for the colonies, after noticing the peculiarity of the Adelaide Court of Appeal, which is constituted *ad hoc*, favours the recommendation of senior Judges, one from each colony (not necessarily the Chief Justice), and that this Court should sit alternately with one colony, hear all its appeals, and then, and then proceed to the next colony within the year. This is not a new recommendation, but it is considered that those which have been suggested, and which are, moreover, recommended that the Australian Court should be final, except in cases coming under exceptional categories, which

**THE DANCE.**—The racchasse Dance arrived from Melbourne last night by the A. S. N. Co.'s steamship City of Adelaide.

**CHOLERA.**—The Ballina correspondent of the *Richmond River Express* reports on the 27th ultimo, that a man died there on the 23rd of English cholera. The victim was a stranger, named John O'Neill, aged 46, acting as cook on board the Look Out. It appears that the deceased had been employed as a cook on the ship, and had been engaged at the Blue Post Hotel, Sydney, and that he had indulged for some weeks in hard drinking; this excess had been the cause of his contracting the disease, and he was unable to receive any benefit from the treatment.

Was it the *Daily Telegraph*, that lately said a French army had been decimated by thousands: I am so, the writer can now refer to a minister in a most responsible position—most seriously responsible, indeed—of the French Republic, who has said in the *Prussians*, "was Gambetta, "will be decimated one by one, by our arms, by hunger, and by Nature." If the Prussian army before Paris suffers merely decimation, it will not mean the loss of one-tenth of the army, but will be prodigiously well satisfied. As decimation means the killing of every tenth man—a punishment not unknown to the ancients: this means that nine hundred healthy warriors out of every thousand, and so need not be decimated. As to talk of decimation one by one as bad as the Irishman who said that his enemy "thinned his hair by pulling out the whole of his scalp." There is much to be said in favour of the French Republic, but its safety in resisting the Prussians is a question. Foreign wars are very troublesome unless properly used. A young gentleman who told his intended that, when they were married, they would sit under the same tree, and they would be free by the tree, and blowing fireside, awoke the girl, but refused to do and she rejected the male Malaprop.

to a report in 1861 by the

1870.—Sydney to Goulburn by railway, 131 miles—1st. class, at 2,95d. (or nearly 3d.) per mile ..	£1 13 9	..	6 30
2nd. class, at 1,94d. (or nearly 2d.) per mile ..	1 1 8	..	
1866.—Sydney to Penrith by railway, 54 miles, at 2,38d. (or less than 2½d.) per mile ..	69 6 4	..	1 30
1866.—Penrith to Bathurst by coach, 87 miles, at 6,80d. (or nearly 7d.) per mile ..	2 18 0	..	17 0
Total cost ..	£2 16 4	..	18 39
1870.—Sydney to Rydal by railway, 111 miles—2nd. class, at 1,94d. (or less than 2d.) per mile, with the privilege of returning free within one week at half cost ..	0 17 3	..	7 0
1870.—Rydal to Bathurst by coach, 90 miles, at 6d. per mile, with the privilege of returning about one- third of the distance ..	0 16 5	..	6 0
Total cost ..	£1 12 8	..	13 0

In concluding these remarks for the present, it has been clearly shown that railways, under proper management, can be made to pay, and thus render land now of little value in consequence of the want of proper communication nearly as valuable as land much nearer to the metropolis. In order to do this, we might follow the example of the Victorian Government, who, instead of borrowing money, appropriate the sum of £200,000 per annum for the further extension of their railways.

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Messrs. Richardson and Wright have the following landed properties for sale this week:—Cottage residence, No. 414, Pitt-street near Goulburn-street, £1135.—Mr. Edward Crump, purchaser; shop and small dwelling, Paddington, adjoining Belmore-terrace, South Head Road, £375.—Mr. John Walker, purchaser; house, Burckingham-street, Cleveland, £1000.—Mr. Richard Darby, purchaser; allotment of land, Elizabeth-street, 100 feet 8 inches frontage, £400, or £15 10 foot.—Mr. G. H. Smith, purchaser; dwelling house, No. 215, Darlinghurst Road, £1850.

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